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Hongkong, 17th September, 1908.

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BIRTH.

On September 17th at Shanghai, to Mr. and Mrs.  
J. C. SHENKLE, a son (Premature).

DEATH.

On September 13, at Shanghai, F. SYDNEY  
PICKER, aged 38 years.HONGKONG OFFICE: 10A, DES VŒUX ROAD, C  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 26TH, 1908

Nor for many years has a Governor of Hongkong been confronted with so much difficulty in framing the Colonial Budget as Sir Frederick Lugard has obviously experienced in compiling the Budget for the coming year. Faced with a deficit of \$561,000 on the current year's working, the threatened extinction of the opium revenue, and the certainty of a great outcry against any proposal to increase taxation while the Colony is suffering in common with most commercial centres of the world, from a depression in trade which has been exceptionally severe, His Excellency has had a task not to be envied. The community, which has looked forward to the presentation of the Budget this year with more than usual curiosity and certainly with more uneasiness than usual, is able to breathe freely again for a time at least. We have, however, to remember that we are not yet out of the wood. The question as to whether the Colony is to be forced to suddenly deprive itself of a great part of the revenue which it has annually derived from the opium monopoly is still unsettled. The Estimates show no anticipated reduction in receipts on that account, so that if the Imperial Government decides to enforce the order telegraphed out on May 6th, and since held in abeyance, the loss of

revenue which it entails will have to be met. His Excellency says, either out of the Colony's reserves or by special taxation.

A reduction of the amount of the Military Contribution has generally commended itself as the readiest as well as the fairest method of financial readjustment. The Governor discussed this suggestion in the course of his speech, and though he has not finally made up his mind on the subject, His Excellency is clearly of opinion that the contribution the Colony is required to make is not an unfair one. Sir FREDERICK contrasted the percentage paid by the British taxpayer at home with the amount paid by the taxpayer here, the figures quoted showing that the Home taxpayer pays a percentage more than twice as large as we do. We are, however, inclined to question this conclusion. If our recollection serves us well, we believe the figure quoted by His Excellency as representing the percentage paid by the Home taxpayer for defence were given by the Prime Minister some weeks ago in the course of a speech. Do not these figures really represent only the percentage of Imperial revenue and leave local revenue entirely out of the reckoning? We believe they do. Here in Hongkong the contribution is levied on revenue raised for both local and Imperial purposes, and we venture to think that if this were done in the United Kingdom the difference pointed out by His Excellency would entirely disappear; indeed we are inclined to think that the result would show that it is we who are paying the larger percentage. If that be so the Colony, on that ground alone, is justified in appealing for some modification. Another point in His Excellency's argument in defence of the Military Contribution may be noted. Sir FREDERICK expressed the opinion that the Imperial Government could not be accused of injustice if it said to us to-morrow: "You grumble at the cost of the defence forces and works provided. We will withdraw them and look after our docks and coaling stations ourselves and you can furnish your own defence." Now this supposes that a military force is maintained here solely for the protection of this Colony. That is certainly not the case. The forces stationed in Hongkong are available for service by other British settlements in the East for the defence of life and property. Yet the British community of Shanghai pays a military contribution, nor does the British community of Tientsin, though the latter have a British regiment quartered in the midst. The privilege of paying the military contribution is in the East a privilege exclusive, by attaching residence in a Crown Colony.

Our view is correct that, properly reckoned, this Colony is contributing for defence a greater proportion of its revenue than is the case even with the United Kingdom itself. His Excellency might well seek some alleviation in this respect before resorting to special taxation to meet the deficit, certain to arise if the Imperial Government carry out the policy they have announced with regard to opium.

For the rest, we think, all things considered, the Budget statement leaves very little room for criticism, and it only remains for us to congratulate His Excellency upon his able and comprehensive review of the work of the administration and to unite with him in trusting that low water mark has already been reached and that 1909 will prove to be a year of revival of trade and return of prosperity.

"THE Admiralty accepts the Australian naval proposals." Such was the wording of a cable which we published two days ago from our London correspondent, and this message is not without significance for us in the East, especially at a time when rival interests in the Pacific are being discussed. In a few weeks the battleship squadron of the United States, in the course of the longest cruise yet undertaken by such main-moored vessels, will be in our vicinity, and though we are not likely to see them at Hongkong because "some one has blundered," their presence will lead to certain considerations which good taste will doubtless prevent from being expressed. Australia has always felt a vital interest in the question of the balance of power in the Pacific, and the reduction of the British fleet in the East did not meet with her approval. It made her realise more than ever her own weakness and, naturally, some uneasiness was expressed. She recognised that she must do something to work out her own salvation. The few cruisers and gunboats on the Australian station, though efficient units, were quite inadequate for any real defence, and something more ambitious had to be attempted. A navy of her own was out of the question that is a navy which would be a match for

that of any other Power, and the only other course open was to rely as at present on the protection of the British Navy, despite its distance, and to supplement it as far as possible locally. Australia's proposals, so far as we remember them, were that in lieu of her contribution for defence to the Imperial Government, or in consideration of its reduction, she undertook to provide good harbours capable of accommodating the big ships of the British fleet, and have a flotilla of torpedo boats and submarines which would constitute a menace sufficiently strong to make an invading squadron unusually wary. Moreover Australians were to have opportunities of manning ships of war. This, while gratifying Australian patriotism, and the desire for armvy of their own, would at the same time represent a defensive armament sufficiently powerful to give the people down south a reasonable assurance of safety. Presumably it is these proposals which have been accepted by the British Admiralty, and on that result both parties are to be congratulated. It will help satisfy the alarmist section of the people of the southern hemisphere and it will proclaim to the world that Britain while guarding her own shores is not inclined to neglect her colonies. The strengthening of her fighting force in the vicinity of Australia and New Zealand need not be regarded as a menace to any nation. It simply removes the temptation to any other Power which Britain's weakness there would constitute, and in consequence the changes must be regarded as contributing more to the peace of the world than otherwise. In other words their motto is still "Defence not defiance."

To-day the Jewish Community celebrate their New Year's day, and all Jewish firms in the Colony will be closed.

For allowing his buffaloes to stray on the roadway at Tai-mai-soi, Mula Singh was yesterday fined \$25 by Mr. Keap.

The typhoon signals were again hoisted yesterday—a cone with point downwards—and the smaller craft took the usual precautions.

Mr. C. Pemberton has been appointed Secretary of the China Fire Insurance Co. in succession to the late Mr. G. L. Tomlin.

The Volunteers have received a considerable accession to their numbers, five having joined the Troop and four the Infantry Company.

The Volunteer Camp commences this year on the 17th October. An effort was made to change the time to March but it was found impossible to select a time which would suit the general convenience.

Admiral Li, who is down from the West River in connection with the launching of the patrol-cruiser for the Chinese Navy, yesterday paid a visit to Rear-Admiral Siokos, the "Tamar" firing the usual salute.

Mr. Wood at the Magistracy yesterday sentenced a boy employed at Bertolone's refreshment rooms in Queen's Road Central to pay a fine of \$20 or go to prison for one month for attempting to open a cash drawer with a duplicate key. He was behind the counter and was caught in the act of using the key by Mr. Bertolone.

It is with regret that we have to announce the death of Mr. J. P. Cottam of the firm of Cottam and Co. of Hongkong. Mr. Cottam arrived in the Far East in 1875 and after different ventures opened his business in Hongkong. Deceased, who left China some seven or eight years ago, leaves a widow and four children to mourn his loss.

The death has occurred at the Roman Catholic hospital Hankow, under very distressing and painful circumstances of Mr. C. M. G. Wulf, a Danish subject formerly an officer in the employ of the China Merchants S.N. Co. The deceased was bitten by a dog in the palm of the hand some two months ago, but failed to undergo any treatment. Hydrophobia recently manifested itself and he was removed to the hospital in a raving condition. Death followed the next day. The deceased, who was 37 years of age, leaves a widow to mourn his loss.

Business at the Magistracy is still hampered by the presence of workmen carrying out repairs on the building rendered necessary after the last typhoon. It is very inconvenient to have the proceedings punctuated by the falling of debris and the yelling of more or less excited labourers, but notwithstanding these difficulties justice is dispensed with an even hand in the stuffy little waiting-room. There is no truth in the rumour that the Government is to be prosecuted for failing to comply with a notice from the Building Authority to have the work completed within seven days.

An official statement is published of the present position of the Indo-China railways. The section of the Yunnan line between Lachau and Meng-tze will probably be completed and opened for traffic during 1909, and the entire line as far as Yunnan-see in 1910. Work on the Hui-Kwang-tri line is being pushed rapidly forward, and the railway is expected to be opened by the end of the present year. As regards the line from Saigon by Khanhhoa to Lang-bian a portion is already open to traffic that between kilometres 89 and 134. Last year was a bad one for Indo-China railways owing to various causes such as famine, &c.

## TELEGRAMS.

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## A MUNIFICENT GIFT.

LONDON, September 25th.

Mr. Andrew Carnegie has given a quarter of a million sterling (?) to help the sufferers, as a mark of his appreciation of their heroic actions.

[The telegram does not say who the sufferers are, but we presume it refers to the sufferers by the bush fires in Canada.]

## CORRUPTION IN AMERICA.

LONDON, September 25th.

President Roosevelt has publicly accused Governor Haskell of being guilty of corruption.

## TURKEY AND BULGARIA.

LONDON, September 25th.

A Bulgarian declaration of independence is anticipated.

[REUTERS'S SERVICE.]

## EXPLOSION ON A FRENCH WARSHIP.

LONDON, September 23rd.

The premature explosion of a charge on the French cruiser *Latouche Tréville* at Toulon caused a gun to explode, shattering the turret, and killing fifteen men, two of whom were blown a hundred feet into the air.

## THE LANCASHIRE LOCKOUT.

LONDON, September 23rd.

Five hundred and thirty-nine in Lancashire are now closed. The opinion is growing that the lock-out will not quickly be settled.

## CRUISERS FOR AUSTRALIA.

LONDON, September 23rd.

The British Admiralty have agreed to lend two up-to-date cruisers to Australia for training purposes.

## SHIPPING DISASTER.

LONDON, September 23rd.

The barque *Star of Bengal* has been wrecked off the Alaskan Coast. Nine whites and 101 Chinese and Japanese perished.

## ANGLO-PORTUGUESE RELATIONS.

LONDON, September 23rd.

King Manuel, in the course of his speech in reply to the Minister of War and to the General commanding the Lisbon Camp at the unveiling of the Vimero Monument on the 21st ult., said: "The monument of the inauguration of the Vimero Monument, a monument to a poignant but wonderful epoch, I neither can nor wish to forget that we then had fighting at our side Great Britain, that great nation which has been our ally for centuries."

## THE NEW RUSSIAN BATTLESHIPS.

LONDON, September 23rd.

The Council of the Russian Admiralty which has been considering the plan of the Italian *Colombo* and the Hamburg firm of Blohm and Voß for the new battleships: the construction of which was recently voted by the Council of the Empire decided at a sitting on the 22nd inst., at which only the technical side of the question was discussed, in favour of the German plans. The proposed battleships will be of 20,000 tons burthen, will have a speed of 21½ knots, and their heavy armament will consist of 12-inch guns. They will each carry 800 men. The vessels will be built in St. Petersburg yards with Russian material by Russian workmen.

## GRAMAPHONES FOR TRAMP STEAMERS.

A plea for the provision of gramophones on board tramp steamers and long-voyage sailing ships is forwarded. It is urged that it would make all the difference to the life of poor Jack if he could be called back to civilisation by the voice of a prima donna, or dance a hornpipe to an appropriate bandpart. Something of the sort might, perhaps, save the seaman from the ennui which comes of a limited environment, even when he boasts an accordion. These are days, too, when the international composition of ships' crews makes it hard for the old traditions of parading when but few of the men on board can understand it and join in it. If owners are not disposed to provide gramophones at their own expense, the enterprise is, perhaps, worth the consideration of a shipmaster in search of comfort among a polyglot crew. Between the gramophone and discipline the connection may be closer than at first sight suggests itself.

## IMPRISONED FOR DEBT.

Mr. Justice Sercombe Smith, in the Supreme Court, Singapore, on the 18th inst., held that Messrs. A. M. Sarkies and E. Johannes had brought on or contributed to their bankruptcy by rash speculations. Each would undergo imprisonment for the maximum period of three months. After hesitation, his Lordship said, he had decided that the imprisonment should be simple and not rigorous; but leniency of this kind was not always to be expected of the Court. In the course of the judgment, his Lordship stated that the summary of the debtors' statements of affairs showed a deficiency of assets amounting to over \$223,000. The bankrupts began business many years ago in Java. They started in Singapore in 1901. In 1902, under a new agreement, they opened as steamship owners, commission agents and merchants. In May, 1903, they bought the Adelphi Hotel, and made a new agreement in August, 1903. To start the hotel, they had to borrow money. Subsequently, they indulged in mining speculation, which turned out badly. Heavy interest absorbed more than the profits, and they filed their own petition in May, 1908. On April 30, the liabilities were \$241,499, and the assets taken at book value were \$37,019.

## CANTON.

[FROM OUR CORRESPONDENT.]

## RECEPTION OF THE UNITED STATES FLEET AT AMOY.

Many high officials specially deputed by the Central Government to Amoy for the reception of the United States Fleet arrived here a few days ago. They have been very busy in the City making purchases of valuable articles for presentation to the officers of the United States Fleet. It is said that they have given special orders to many firms for large quantities of silk embroideries and black-wood furniture of unique designs. Two of the best Cantonese theatrical troupes have been engaged to give performances in Amoy when the Fleet arrives. A contract has been signed with a large scaffolding firm here to erect all the sheds in Amoy for theatrical performances and reception purposes. The officials say that Prince Chan will be deputed by the Throne as special minister on the occasion.

## RECOMMENDED FOR HIGH RANK.

The local gentry have petitioned Viceroy Chang requesting him to memorialize the Throne to confer a brevet title of the highest rank upon Mr. So Sing Kuo on account of the generous donations made by him towards the recent Flood Fund.

The petitioners state that Mr. So has donated altogether 150,000 taels in cash, besides forwarding large quantities of rice to the distressed districts valued at over 50,000 taels, and in supporting the request they recall that formerly Chan Tao-fai who subscribed the main fund of 100,000 taels towards the Relief Fund up North had conferred upon him a brevet rank of the first degree. His Excellency replied that he would cause inquiries to be made at once and find out the exact amount donated by Mr. So and would memorialize the Throne accordingly.

## MINING OF COPPER CENTS RESUMED.

In my correspondence of the 21st of July, I reported that an Imperial Edict was issued ordering the Provincial Mint here to cease striking copper cents for three months owing to the market being inundated with them. Recently there has been a large demand for copper coins and a few days ago the Bureau of Local Affairs instructed the Directors of the Mint to commence minting these coins again. The Bureau has also called to all the Prefatures and Districts of the Kwangtung Province requesting the officials to notify the merchants and the people to proceed to Canton and place their orders for these coins.

## LARGE QUANTITY OF GUNPOWDER SEIZED.

The Salt Monopoli of the Hwang Shan District recently made a seizure of a large shipment of illicit salt. On discharging the salt from the junk, to his surprise and amazement he discovered thirty-two kegs of gunpowder hidden under the vessel. The matter has been reported to the Viceroy who has ordered the gunpowder to be immediately sent to Canton. The smugglers who are now in the hands of the authorities will be held responsible for the seizure.

## PROPOSED PINE GOVERNMENT FACTORY.

It is reported that on the 20th inst. a meeting of the pine goods merchants was held in Faleshan for the purpose of considering a proposal to establish a large Pine Goods and Dyeing Factory in that town. The Chairman, Mr. Woo, proposed to raise a capital of \$200,000 in shares. Half of that amount has already been guaranteed by the promoters of the concern. The name of the Company is "Hing Ah," which means "forging China's prosperity."

## A DEPUTY COMMISSIONER FOR SQUEEZING.

Recently Deputy Mo Cheung was despatched by the Poon Yu Magistrate to proceed up country to collect field taxes from the different villages of the Poon Yu District. It appears that he demanded travelling expenses and presents from all the villages he visited. The villagers were very much annoyed over it and reported the matter to the Viceroy, who ordered the Kwong Chau Prefect to have Deputy Mo immediately cashiered, to find out the total amount of "squeeze" he made, also the value of the presents received by him, to total these two items, impose a fine of three times the amount and banish him from the Kwong Sang Province after he has paid up the fine.

## NEW FOREIGN DEPUTY.

Mr. Yim Pak Yuh, the Viceroy's chief Foreign Secretary, has left Peking and is expected to arrive here shortly. He comes here to relieve Taotai Wen Tsung Yao who will proceed to Tibet next week to take up his new appointment as Minister.

## THE "PAUL BEAU" AFFAIR—A THREATENED BOYCOTT.

The "Kwok Sze To" has published an article on the above subject stating that the French Consul on receipt of information that the Cantonese people might take the case up and convene meetings to discuss the matter, has written a letter to the Viceroy requesting him to prohibit the merchants and the people from holding mass meetings to discuss the affair. The paper remarks that the Consul's letter purports to show that he is afraid that the Cantonese might boycott French commerce.

The Viceroy, on receipt of the Consul's letter, immediately gave instructions to the Kwong-Chang Prefect to issue a notification prohibiting the merchants and the people from holding mass meetings to discuss the matter.

The paper also criticised the case saying that the procedure adopted by Colonel Lui in the arrest of the alleged pirates on the "Paul Beau" was simply a repetition of what has been done by his predecessor and it is contended that the officers were not wrong, especially as the arrest was made after they obtained permission from the Captain of the steamer. Further, it is pointed out that after the pirates were put into the small boat they were actually in Chinese waters and therefore were under the jurisdiction of the Chinese authorities. The "Yio" Consul in forcibly causing them to be released, was going beyond the limits of his power.

## LUK LAN CHING AGAIN.

Sometime ago the notorious Pirate Chief, Luk Lan Ching, kidnapped four village elders of the Ko-Pa village, which is renowned for its wealth.

Hon Chi To, son of one of the victims, went personally to Luk Lan Ching and entreated him to take him as a prisoner in place of his father on the plea of his old age and poor health. Luk complied with the request, releasing old Hon Yat Wah and keeping his son as a prisoner. Before releasing old Hon the pirate chief told him that if he failed to bring \$20,000 to redeem his son on a certain day he would kill the boy. As the ransom was a rather large sum the old man kept on negotiating with Luk in the hope of getting a reduction. But Luk was adamant and on the due date he took Hon Chi To to the Railway Terminal at Samshin and fired six bullets into the poor fellow. Luk then wrote out a notice saying that he had killed Hon Chi To on account of his father failing to keep his promise.

Hon Yat Wah has reported the matter to the Viceroy who has given instructions to the military authorities that they must not fail to arrest Luk Lan Ching at any cost and as soon as possible.

## MARINE MAGISTRATE'S COURT.

Friday, September 25th.

BEFORE HON. COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

## OUT OF JUNK ANCHORAGE.

Constable Bird proceeded against the master of an unlicensed junk for failing to proceed to the anchorage for junks on the 24th instant.

Prosecutor stated that on the date in question he saw defendant's junk anchored off the Kowloon Wharf. The German mail was leaving the wharf and blew a whistle to warn defendant, but the latter did not attempt to move.

Defendant said he had never been to Hongkong before.

A fine of \$5 was imposed, in default 14 days' imprisonment.

## SHOWING A WHISTLE UNLAWFULLY.

Cornwall Chan Fok, of the private steam launch "6K" was proceeded against for unlawfully blowing the steam whistle of his vessel other than for the purpose of navigation.

Constable O'Connor stated that he saw defendant's launch crossing the Central Fairway from south to north. He blew two short blasts; and after an interval of twenty seconds he blew two more, and kept on a straight course. He continued to blow blasts two at a time, until light in all had been blown.

Defendant said he blew his whistle to attract the attention of workmen.

His Worship fined the defendant \$25, in default six weeks' hard labour.

## NOTES—MUSICAL AND OTHERWISE.

The last Band night of the season at the Peak Club is this evening. The programme of the Officers, the 13th Rajputa have been playing this summer, and worthily have they kept up their Calcutta reputation.

The same Band will, by kind permission of Major Evans and Officers, play at the V.R.C. this afternoon from 4 till 6 p.m. The V.R.C. do nothing by halves. This is a graceful compliment to His Excellency whom it is hoped will present the prize.

The Volunteers are to have another Concert, this time organised by the late organist of the Union Church. Mr. Grimble can always obtain talent. By the bye, his successor is doing very well, and would be a good man for the Philharmonic Society to get hold of as Conductor.

I wonder when the A.D.C. is to start work? *Tempus est fugiens, you know*, and with Mr. Hutchinson on the member list, Colonel Chapman at the helm, and Mr. Northcote to worry all hands to do their best, the City should have a treat this season. But give us a Musical Comedy, Sirs, vice Comedy retired.

A Kowloon Correspondent says I omitted last week to mention that a Band plays every Thursday from 6 till 7 p.m. in Mansfield Road. I find on enquiry that this is a free concert instituted by Major Evans for the benefit of the British Army people's wives and families. The soldiers' wives do not get much pleasure in their lives: hence this though trifling act.

I gather that another performance by the Portuguese Lilliputians is now being contemplated for production in December next at the Club Lusitano. The neecest the clever little people scored in the production of the "Belle of New York" sometime ago justifies their reappearance. As the contemplated production is to be again under the capable management of Messrs. A. E. da Silva, C. M. S. Alves, and C. A. P. Xavier, it is anticipated that the production will equal, if not surpass, its predecessor. I am not yet aware what piece is to be staged, but I hear that it will probably be a Japanese play, somewhat on the lines of the "Mikado" or the "Gaiety."

## "DOWN SOUTH."

## A MILITARY "BIBLE."

One of the oldest books in the world—certainly the work which has longest held its own—the exception of certain parts of the Old Testament—is "The Book of War," of which Mr. Murray will shortly issue a translation, done by Capt. R. E. Callihore, R. E. A. It consists of the writings of Sun-tzu and Wu-tzu, two Chinese strategists of about the fifth century B.C., and deals with operations of war, strategy, the morale and training of troops, and other departments of the art of war. For twenty-five centuries the work has been the military Bible of the Far East. Many of its teachings will be found applicable to modern soldiers.











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NOTE. This mixture is pleasant to the taste and is a pleasant food. It is a tonic of the most delicate constitution of either sex, from infancy to old age, and the Proprietors solicit notices to give it a trial to test its value. Thousands of wonderful cures have been effected by it.

TELETYPE MESSAGES WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE. Mr. F. E. Lewis, 48 Bridge Street, Row, Chester, writes:—“Just a line in favour of Clarke's Blood Mixture. I had given for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle, I was quite well again. Please accept this letter as a token of gratitude to your wonderful Clarke's Blood Mixture.”—June 31, 1908.

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## NOTED CEYLON AUTHOR

## GIVES THANKS TO DR. WILLIAMS' PINK PILLS

FOR CURING AN AGED LADY OF A SEVERE STOMACH TROUBLE AND FOR IMPROVING STRENGTH TO HIS WIFE AND TO HIMSELF.

Mr. A. Simon de Silva, the gifted author of those brilliant Sinhalese novels “Mena” and “Pereira,” which have made his name a household word throughout the length and breadth of Ceylon, regards Dr. Williams' Pink Pills for Pale People as the ideal medicine for the home. And he has substantial reason for this belief, these Pills having proved of vast value to no less than three members of his own family circle—one of them being himself.

It was because of the remarkable way in which Dr. Williams' Pink Pills benefited my



Mr. A. Simon de Silva.  
The distinguished Sinhalese author.  
(from a photograph.)

wife's mother that I first got tired of established faith in them,” said Mr. de Silva not long ago. “This old lady—now seventy years of age—had been suffering from a DISTRESSING STOMACH COMPLAINT for some considerable time. Among her symptoms were loss of appetite, sickness of the throat and mouth, constipation, dizziness, and a heavy sensation in the abdomen which caused her much discomfort. So she did her mouth and throat became that at times she could not swallow solid food for days, and had to subsist on just a little milk or other light liquid food. She became

EXCEEDINGLY WEAK, and the nature of her malady caused her to lose rest and sleep at times—a serious matter to a woman of her advanced years. Her appearance became so unhealthy that friends warned my wife and I that we would need to be very careful of her.

We gave my mother-in-law medicines prescribed by the physicians we consulted, but she derived no permanent benefit from these; in fact her condition, instead of improving was steadily going

FROM BAD TO WORSE. It was some two years ago that my mother-in-law tried Dr. Williams' Pink Pills, and we were delighted to find that after taking these Pills for a short time her stomach became strong again, and the sickness of the throat and other evil symptoms disappeared. These symptoms have never returned.

“Since then Dr. Williams' Pink Pills have become our family medicine. My wife used them when she was weak and derived much benefit. Whenever I feel run down myself I take them, and they prove a never-failing tonic in my case also. Quite a number of our friends have derived benefit from them; in fact I know, personally of cases where

RHEUMATISM, INDIGESTION and other ailments have been completely and permanently cured by their use.”

Dr. Williams' Pink Pills for Pale People cured Mrs. de Silva's mother, Mrs. Serrasinghe, by their strengthening, health-giving action on the whole system through the blood. It is exactly the same remedy that they have cured Anemia (weak, watery blood), Debility, Nervousness, Liver Complaint, Malaria, Headaches, Rheumatism, Paralysis, Beri-Beri, Boils, Pimples and Skin Disorders, as well as those ailments which afflict women between youth and middle age. Obtainable at most shops where medicines are sold, also direct from Dr. Williams' Medicine Co., Catewaugh Bridge, Singapore, who send 6 bottles for \$3 or 1 bottle for \$1.50 post free. It should be added that Mr. de Silva has been in the Ceylon Government at Service for many years, and is at present chief clerk in the Widows' and Orphans' Pension Fund Office, Colombo.

## OXYGEN AS A SPUR.

ASTOUNDING EFFECT ON ATHLETES.

Mr. Leonard Hill, F.R.S., lecturer in physiology at the London Hospital, has been conducting some remarkable tests of the effect of oxygen on athletes.

He believes that by the use of oxygen it will be possible easily to enter the world of athletic records, and to improve sports in general. The tests he has conducted have so far been concerned only with runners. Mr. Holding, the Oxford “blue,” and Mr. T. H. Just, after breathing oxygen for two and three minutes respectively, each beat their previous best time.

Mr. Hill, who, in co-operation with Mr. Fiack, his demonstrator, has been engaged for a year past in research on the cause of hard breathing, gave an “Express” representative an interview on the subject of his experiments at his home at Loughton yesterday.

“The reason why a man cannot hold his breath beyond a certain time,” said Mr. Hill, “is that he uses up the oxygen which is in his blood and tissues, and goes on producing carbonic acid. The want of oxygen and the excess of carbonic acid excite the breathing centre in the brain, so that the man is forced to take breath.”

“The effect of a want of oxygen can be stayed off for a much longer period by breathing pure oxygen. Mr. Fiack and myself both found that we could hold our breath about three times as long as usual if we took three breaths of oxygen.”

“D. Vernon, of Oxford, extending our work a step, has succeeded in holding his breath for 24 minutes.”

## REMARKABLE EXPERIMENTS.

These experiments led me to think that the panting and distress of the athlete might be largely mitigated by making him breathe oxygen deeply before and after a race, the former to prevent excessive distress and increase his running power, and the latter to relieve whatever distress he might have.

“Mr. Elak and myself, therefore, went down to the London Hospital Sports and gave oxygen to some of the runners immediately after the race, and very greatly relieved the men's distress.”

“For the three miles race there were only two competitors, and we gave them both oxygen before the start. One man was out of training, and gave up; the other told me he had never run the first lap with such ease and comfort.

“The next thing,” Mr. Hill continued, “was to get hold of a first-class athlete, and I asked Mr. T. H. Just to run for me, and obtain other runners to co-operate.

“Mr. Holding started off with an unspaced quarter of a mile after breathing oxygen for two minutes. His time was 50.1.5 seconds. Mr. Just paced him only for the last 15 yards. Mr. Holding told us that in the trials for the Olympic Games he had been unable to do a quarter in less than 55 seconds, and that his previous best was 51.1.5.

## NO STIFFNESS.

“The onlookers declared that he was not more distressed than if he had run a hundred yards. With this Mr. Holding agreed. There was a noticeable absence of that stiffness of the muscles and grogginess in the legs which follows a great running exertion.

“Following this, Mr. Holding said he would like to run a hundred yards. He breathed oxygen for two minutes, and did the distance in 11 seconds, his previous best having been 11.2.5 seconds, and this after running a quarter!”

“Then Mr. Just ran a half mile after breathing oxygen for three minutes, his time being 54 seconds, the first quarter, and time 56.1.5 seconds, for the whole, his previous best having been at the Varsity sports, time 1 min. 55.4.5 seconds.

“On the occasion of his running the half for me he was only paced by Mr. Holding for the last 200 yards.

“He was very little distressed at the finish, and felt so fit in a short space of time that he said he would run a third man's quarter, which he did in 53.3.5 seconds. Then he paced a man twice for a hundred yards, and outdistanced him, although the man covered the distance in 11.2.5 seconds!”

“Mr. Hill further stated that he is now trying to get a world record-breaker to run for him, as he is convinced that some amazing results will follow the use of oxygen.

“I have no doubt,” continued Mr. Hill, “that oxygen will enable athletes to break world's records, and as its use can only do good to the athlete, and relieve excessive and dangerous distress, such as was witnessed in the case of ‘oravid,’ it is to be hoped that the Amateur Athletic Association will not rule it out.

## BETTER THAN CHAMPAGNE.

“At any rate, it will be valuable to use after a race. If Dorando had been able to have it on the last mile or two of his run he would have got in all right. Champagne was a ridiculous thing to give the runners; oxygen was what they wanted.

“The same process would certainly answer for racemasters. A mast could be easily made for the animals, and I am hoping shortly to arrange for experiments in this direction.

“Think of the benefits rowers, boxers, and wrestlers would derive if they could breathe pure oxygen between each round or bout. And it would be interesting to see with what a tremendous spurt footballers would go off at half-time, if, instead of smoking lemonade, each man breathed oxygen for two or three minutes.”

“Mr. Hill added that there is a lot yet to learn concerning the use of oxygen in this manner, one of the most important questions being as to the length of time the effect of the gas lasts.

## AT BAYREUTH.

AN IMPRESSION OF THE MUSICAL MECCA BY HAROLD SPENDER.

The austere simplicity of the theatre in the woods—the awe of the vast music—the marvel of the scenery—the rest, almost simple audacity of the great wooden shed where the nation feed in the intervals—none of these things can be forgotten by any who have visited Bayreuth. Here, indeed, you have a new faith, but it is a faith of a very different kind from that of Carlsbad. The pilgrims who come here are the enthusiasts of all races, mostly simple and poor—largely young men and women—and they bring with them a full-blooded ardour, looking to the pleading aspects of the fulness of their devotion. That is all the more impressive, perhaps, because it is expressed in none of the vulgar forms. At the end of the greatest acts in the Wagner operas the audiences rise and part in absolute silence. Throughout those acts the silence of the multitudes—audiences of over 3,000 people—is such that you could hear a mouse scuffle. There could be no greater, no more impressive, tribute to the mastery of beautiful sound.

## “PARISAL.”

Just as Bayreuth is the Mecca of musicians so the central and most holy form of worship at this sacred city is the performance of “Parisal.” It was, as all the world knows, Wagner's dearest wish that a Parisal should be performed nowhere except here at Bayreuth. In this quaint little Bavarian town, where he and his pathetic King, with those “great wits to madness near allied,” built this lovely and solemn palace to the Mecca. The American people, the sappers of the modern world, have broken the wish of the dying composer, and “Parisal” has already crossed the Atlantic. But no one who has not seen “Parisal” at Bayreuth has seen it as it should be seen. “Parisal” has a solemnity it could possess nowhere else. It is the musical farrow to the medieval world. It is an attempt to sum up in music all the magic and mystery of a faith which, however we may regard it—whether as a great illusion or a sublime ideal—was to mankind for many centuries the only light to light the way.

“Parisal,” like “Parsifal,” expresses the “storm and stress” of the great and eternal struggle between the flesh and the spirit. But in “Parisal” Wagner is far more decisively a champion of the spirit than in any other of his plays. It is a dramatization of the ascetic ideal.

In everyone knows all that. The story of the “Holy Grail,” on which it is based, is one of the medieval working-out of the faith that “only the pure in heart see God.” But between two worlds and belonging completely to neither, for once allowed the religious side of his nature full play, and in this “Good Friday” music seems to surrender his nature to the beauty and mysticism of the old faith at its strictest. How far this is the true Wagner it is for the “perfect Wagnerite” to say—but it is no small victory for Christianity to have wrested this tribute from that great and stormy modern.

THE SCENERY. The scenery of “Parisal” at Bayreuth is full of breathless surprise. There seem to be no achievements which Wagner was not ready to compel from his artificers. Now and again the scenery itself positively acts, and, aided by music, carries on the story. For many minutes the audience sits amazed while the procession of woods, mountains, and valleys tells them of the long and sun-drenched pilgrimages to the city of the Grail. Vast gorges, foaming cataracts, and snowy summits pass before you, and the throbs of the hidden violins makes you feel almost too equally the toil and peril of the way. Then in the great scene of “Parisal” comes the moment when the whole of the great structure of sensation suddenly collapses, shattered, like the fabric of a dream. Great pillars and vast masses of scenery fall and disappear below the stage in this twinkling of an eye. The more mechanical marvel of it takes away the breath.

I shall be despised, perhaps, for mentioning these material aspects of “Parisal.” I ought to have dwelt on the great dramatic aspects, on the mighty moments of action, on the “purple patches” of melody. Well, there will always be plenty of people to talk about those things, and to pour out the usual phrases. To speak the simple and solemn truth, “Parisal” has no great dramatic moments like “Lohengrin” or “Tristan and Isolde.” When you know precisely how a story is going to develop you cannot have great dramatic moments. Drama is essentially of the unexpected. But the spectacle as such from the beginning to the development of “Parisal.” It has the child-like directness of a musical play. Great merits, these, but inconsistent with the enthralling uncertainty and complexity of great drama.

Besides, Wagner himself would have none of this contempt for mere scenery and outward show. To him opera was essentially a thing to which you must bring not only an ear but an eye—and not only an ear and an eye, but also a brain. He neglected no detail of the craftsmanship. The hiding of the orchestra—but so hidden to this conception. Not a detail of the scenery was superfluous or trifling. In studying Wagner you are to study not only a piece of music, but a poem, and not only a poem, but also a spectacle. Wagner is scarcely less great as a poet than as a musician, and in combining the presentation of his two great gifts he despised no single aid.

## THE TOWN.

In order to carry away from Bayreuth the true impression, you should remain for some days in the town, and wander about its picturesque streets, with the old tiled houses and the beautiful market place. It is just such a town as Hamelin, where the laughing children followed the “Pied Piper” into the depths of the mountain—just such a place as you imagine when you read your Grimm or Hans Andersen, or browse through the long, leisurely stories of his childhood which go to the world. And then all round are the woods, those glorious dories of the German towns, those glorious dories of the people to be handed over to the tender aspects of private ownership, but always as “adorned,” tenderly out-divided like the carefully-trimmed hair of a beloved child. A walk in these woods, in the cool of a summer's day, will tell you more of Wagner than all the books. You will understand, how, in the midst of modern valour and strife, those great Germans retain that great simplicity of soul, that loyalty to the heroic and the classic, which England lost—Germany still loves—in Shakespeare.

Oh! if you want to get the feel of the country, stay, as we did, not in a hotel, but in one of the little flats which so many Bayreuth families are ready to let—as a pilgrim during the Wagner season. The homeliness of these German houses—the power on the shelves, the long pipes by the fire, the still furniture, the pinewood panel—how it all takes one back to Nuremberg and the Meisterlinger, Jaas Sachs and his fellows, those simple old workmen and poets of an earlier, sadder world.

As your teeth are wanted to last—for years to come—begin now to use

## Calvert's Tooth Powder

However perfect your teeth may naturally be, they still require, and will well repay, the slight trouble and the short time you should daily give to their care.

The regular use of Calvert's Carbolic Tooth Powder ensures a complete antiseptic cleansing, helps the toothbrush to do its work easily, pleasantly, and thoroughly, and thus assists your own efforts towards keeping the teeth in the best possible condition.

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MAKES THE SKIN AS SOFT AS VELVET. BETHEAM'S "SAROLA" REMOVAL OF REDNESS, IRRITATION, TAN, AND SOFT, SMOOTH, AND WHITE ALL THE YEAR ROUND. Refreshing COOLING & REFRESHING. BOTTLES 1/6, 1/3, and 2/6 each. M. BETHAM & SON, Cheltenham.

## Chronic Dyspepsia.

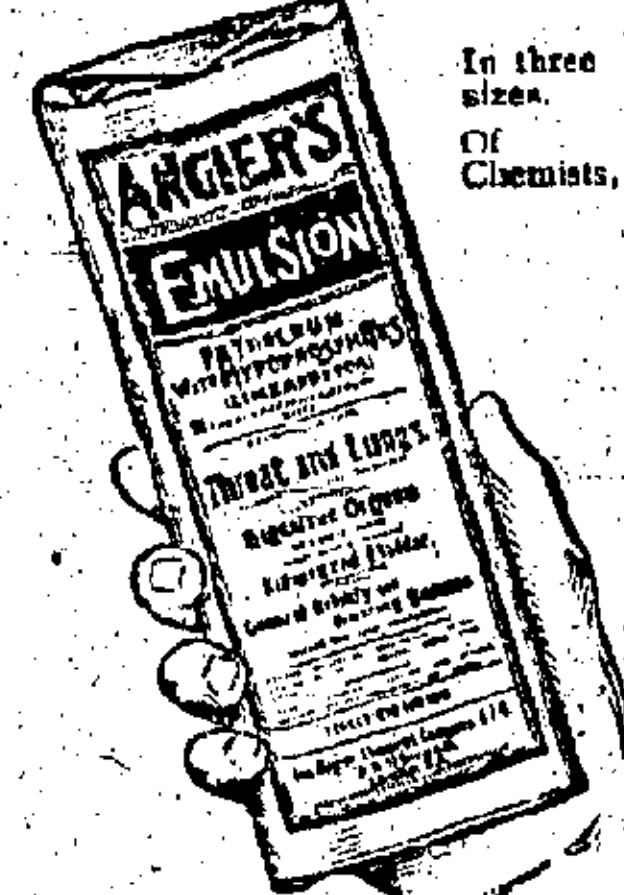
Angier's Emulsion soothes the mucous membrane of the stomach and intestines, arrests fermentation, checks bacterial growth, and promotes normal healthy action of the bowels. Doctors prescribe it for chronic indigestion, nervous dyspepsia, stomach and intestinal catarrh, etc. It has cured many obscure cases.

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(PETROLEUM WITH HYPOPHOSPHITES.)

"IT IS ALMOST LIKE TAKING CREAM."

Mount Pleasant, Pickmere, near Knutsford.  
Dear Sirs,—I must thank you for such a valuable remedy as your Angier's Emulsion, which has proved very beneficial to me. I have been a great sufferer from dyspepsia and weakness, and have tried to take several kinds of emulsion, but never could manage them before trying yours, which I can take without any trouble, as it is almost like taking cream. It has improved my appetite a great deal, and I can digest my food better. Every dose seems to make me stronger, and I like it so well that I feel I cannot take enough of it.  
(Signed) (Miss) E. DAVENPORT.



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WE are the largest Dealers in the world in these attractive securities.

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CONNELL BROS. COMPANY,

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Hongkong, 21st April, 1908.

1083



## SHIPPING.

## ARRIVALS.

MATHILDE, German str., 251 A. P. Uderap, 24th September—Haiphong and Hoiboh.  
 TASHAN, British str., 1,774 J. T. Laing, 25th Sept.—Hongkong, 2nd September, Coal—Bradley & Co.  
 YANDALLA, German str., 4,230, Karberg, 25th Sept.—Shanghai 22nd Sept., General—Hamburg-Amerika Linie.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 25th September.  
 Arabia, German str., for Portland.  
 Helene, German str., for Canton.  
 Kueichow, British str., for Swatow.  
 Shaoching, British str., for Shanghai.  
 Tasho, Chinese str., for Canton.  
 Zafiro, British str., for Manila.

## DEPARTURES.

25th September.  
 CHEONGSHING, British str., from Canton.  
 HAINAN, British str., for Swatow.  
 HONG, French str., for Haiphong.  
 LUNGBANG, British str., for Manila.  
 LUXEM, German str., for Singapore.  
 SUMATRA, British str., for Yokohama.  
 TUPAN, Dutch str., for Batavia.  
 TUPAN, Dutch str., for Yokohama.  
 TRIUMPH, German str., for Haiphong.  
 VORWARTS, Austrian str., for Singapore.  
 YOCOW, British str., for Canton.  
 ZIETEN, German str., for Shanghai.

## VESSELS IN DOCK.

September 25th.  
 ABBEYDON DOCKS.—Protea, Germany.  
 ABBEYDON DOCKS.—Savona, H.M.S.  
 Whiting, U.S.S. Albatross, Mortaux, Kiang Ta.  
 Hupsh, Helopis, S.erra Blanca, Kiang Chi.  
 COSMOPOLITAN DOCKS.—Poonhanta, Italy.

## VESSELS ON THE BERTH.

For SAN FRANCISCO VIA  
 PHILIPPINE ISLANDS.

## THE Steamship

"DAKOTAH."  
 Capt. W. Ross, will be despatched as above on or about 26th September, 1908.  
 For Freight and Passage, apply to—  
 STANDARD OIL CO. OF NEW YORK,  
 Oriental Freight Department,  
 (Hotel Mansions).  
 Hongkong, 19th September, 1908. L63

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED TO BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DEVANHA."  
 Captain T. H. Hido, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY the 3rd October at Noon, taking passengers and cargo for the above port in connection with the Company's "Victoria," 7,000 tons, from Colon, passengers accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valerides, all cargo for France in Tea for London, under arrangement will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERIA," due in London on the 14th November, 1908.  
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to—  
 F. J. ABBOTT,  
 Acting Superintendent,  
 Hongkong, 21st September, 1908.  
 "GLEN" LINE OF STEAMERS.

## FOR LONDON, HAVRE AND ANTWERP.

## THE Steamship

"GLENLOCHY."  
 Captain E. J. Stallard, will be despatched as above on WEDNESDAY, the 14th October.  
 For Freight, apply to—  
 McCREGOR BROS. & GOW,  
 Hongkong, 22nd September, 1908. 1341

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at Port Darwin and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"EMPIRE."  
 Captain Helms, will be despatched as above on THURSDAY, the 15th October at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Passage, apply to—  
 GIBB, LIVINGSTON & CO.,  
 Agents,  
 Hongkong, 22nd September, 1908. 1336

## UNITED STATES &amp; CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUBZ CANAL.

## THE Steamship

"INDRANI."  
 Captain MacFarlane, will be despatched as above on MONDAY, the 19th Oct.  
 For Freight, apply to—  
 JARDINE, MATHESON & CO.,  
 Agents,  
 Hongkong, 23rd September, 1908. 1345

## ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June 1908. With INDEX. Price \$7.50.  
 On sale at the "Hongkong Daily Press" Office.  
 Hongkong, 13rd July 1908.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	T. H. Hido, R.N.R.	P. & O. S. N. Co.	On 3rd Oct. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 7th October.
LONDON, HAVRE & ANTWERP	GLENLOCHY	Brit. str.	—	E. J. Stallard	McCREGOR BROS. & GOW	On 14th October.
ALEXANDRIA, ANTWERP & HAMBURG &c.	SPEZIA	Ger. str.	k. w.	Kofitz	HAMBURG-AMERIKA LINIE	About 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 4th October.
HAVRE & HAMBURG VIA STRAITS, &c.	SILEZIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 18th October.
MARSEILLES, &c. VIA PORTS OF CALL.	SAMBIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 31st October.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ERNEST SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	On 28th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANRA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 5th inst., at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN	INABA MARU	Jap. str.	—	Wm. Bambridge	NIPPON YUSEN KAISHA	On 14th Oct. at D'light
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	TEA-QUEBAR	Dan. str.	—	—	MELCHERS & CO.	Middle of October.
NEW YORK	LUTZOW	Ger. str.	—	C. Dewers	HAMBURG-AMERIKA LINIE	On 7th Oct. at Noon.
NEW YORK & BOSTON	VANDALIA	Ger. str.	k. w.	Karberg	DODWELL & CO. LD.	On 28th inst.
NEW YORK VIA SUEZ CANAL	SHIMOSA	Brit. str.	—	Macfarlane	JARDINE, MATHESON & CO. LD.	On 13th Oct. at Noon.
SAN FRANCISCO VIA PHILIPPINE ISLANDS	INDIAN	Brit. str.	—	W. Ross	STANDARD OIL CO.	About 19th October.
VANCOUVER VIA SHANGHAI JAPAN, &c.	DAKOTAH	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	About 30th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	Jas. Boyd	CANADIAN PACIFIC R. CO.	To-day, at 4 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	INVERIC	Jap. str.	—	J. Nagao	DODWELL & CO. LD.	To-day, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TOSA MARU	Jap. str.	1 m.	E. Kawan	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	SHIMANO MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 13th Oct. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	W. von Sanden	MELCHERS & CO.	On 2nd Oct. at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	MELCHERS & CO.	On 10th Oct. at 5 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN	EMPIRE	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & CO.	On 15th Oct. at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 30th Oct. at Noon.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 2nd Oct. P.M.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 30th inst. at Noon.
JAPAN	YUKIKI	Dut. str.	—	E. Koops	JAVA-CHINA-JAPAN LIJN	Quick despatch.
CHINGWANGTA, JAPAN, AMERICA, &c.	ABIRAL OIRY	Fr. str.	—	P. Nalin	JARDINE, MATHESON & CO. LD.	On 12th October.
TSINGTAN, CHEFOO & NEWCHANG	KWANGSHING	Brit. str.	1 m.	A. Stott	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SHANGHAI VIA SWATOW	CHEONGSHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & CO. LD.	On 1st Oct. at Noon.
SHANGHAI, KOBE & YOKOHAMA	YATHING	Brit. str.	—	Martin	MESSAGERIES MARITIMES	To-morrow, at Daylight
SHANGHAI, KOBE & YOKOHAMA	CALEDONNIEN	Fr. str.	—	Hildebrandt	HAMBURG-AMERIKA LINIE	About 28th inst.
SHANGHAI, KOBE & YOKOHAMA	SAMBIA	Ger. str.	k. w.	B. W. H. Snow	P. & O. S. N. Co.	About 1st October.
SHANGHAI	DELTA	Brit. str.	—	Richard	JARDINE, MATHESON & CO. LD.	On 1st Oct. at Noon.
SHANGHAI, ANTUNG & NEWCHANG	WAISHING	Brit. str.	—	M. Nemoto	OSAKA SHOSHEN KAISHA	On 2nd Oct. at 9 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	BUJUN MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & CO. LD.	On 2nd Oct. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	Brit. str.	1 m.	—	MELCHERS & CO.	On 3rd October.
SHANGHAI, YOKOHAMA, KOBE & MOJI	WAKAMATSU MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 5th October.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PRINCESS ALICE	Ger. str.	—	G. Roth	MELCHERS & CO.	About 7th October.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SENGBANG	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 18th October.
SHANGHAI	TEILWANG	Dut. str.	—	Jurriess	JAVA-CHINA-JAPAN LIJN	Quick despatch.
NINGPO & SHANGHAI	YOCOW	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
ANPING VIA SWATOW & AMOY	SHOSHU MARU	Jap. str.	—	Jijchi	OSAKA SHOSHEN KAISHA	On 26th inst., at 10 A.M.
TAMU VIA SWATOW & AMOY	DAIJUN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SWATOW, AMOY & FOCHOW	HAITAN	Jap. str.	1 m.	Reach	DOUGLAS LARPAKE & CO.	On 26th inst., at 2 P.M.
HOIHOW & HAIPHONG	CHIKKI	Brit. str.	1 m.	Imbun	BUTTERFIELD & SWIRE	To-morrow, at 8 A.M.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO. LD.	On 9th Oct. at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	E. Rodger	SHEWAN TOMES & CO.	To-day, at Noon.
MANILA	TAMING	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	B. W. Almond	SHEWAN TOMES & CO.	On 3rd Oct. at Noon.
KUDAT & SANDAKAN	YUENANG	Ger. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO. LD.	On 2nd Oct. at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	BORNEO	Ger. str.	—	P. Semblil	MELCHERS & CO.	Middle of October.
SINGAPORE, SAMARANG & SOERABAYA	TAKASAKI MARU	Jap. str.	—	A. Moeckel	NIPPON YUSEN KAISHA	On 2nd Oct. P.M.
SINGAPORE, PENANG & CALCUTTA	CHUNSHANG	Brit. str.	—	Sawer	JARDINE, MATHESON & CO. LD.	To-day, at 1 P.M.
SINGAPORE, COLOMBO & ODESSA	CATHERINE APOAE	Dut. str.	—	W. D. A. Thomas	DAVID SASSOON & CO. LD.	On 26th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LITANNA	Dut. str.	—	M. B. Lake	MELCHERS & CO.	On 1st October.
BATAVIA, CHERIBON, SAMARANG, &c.	NAMBARO	Brit. str.	—	Zwart	JARDINE, MATHESON & CO. LD.	On 9th Oct. at 1 P.M.
	TIDODAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LIJN	Quick despatch.

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Taking Cargo on Through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

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Steamers.	Tons.	Captain.	Sailing Date.
INVERIC	4,769	Jes. Boyd	On 27th Sept. Noon.
CHAIKIVAR	4,415	B. C. Edmonds	On 9th October.
SUVEIC	6,235	W. Shelden	On 10th November.
YUMERIC	6,235	F. S. Cowley	On 1st December.
YEDDO	4,563	G. B. McGill	On 22nd December.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

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 QUEEN'S BUILDINGS.

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FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"LUTZOW" Capt. C. Dewers	Wed. day, 7th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINCESS ALICE" Capt. G. Roth	Abt. Wed. day, 7th October.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. Y. Serden	Thursday, 8th Oct., at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semblil	Middle of October.

For other Particulars, apply to

NORDDEUTSCHER LLOYD,  
 MELOHES & CO.,  
 GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th September, 1908.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

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 12 DAYS YOKOHAMA to VANCOUVER.  
 21 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	SATURDAY, 26th Sept.	17th Oct.
"MONTEAGLE"	6,163	SATURDAY, 3rd Oct.	27th Oct.
"EMPEROR OF INDIA"	6,000	SATURDAY, 17th Oct.	7th Nov.
"EMPEROR OF JAPAN"	6,000	SATURDAY, 7th Nov.	28th Nov.
"EMPEROR OF CHINA"	6,000	SATURDAY, 28th Nov.	19th Dec.
"MONTEAGLE"	6,163	SATURDAY, 12th Dec.	5th Jan. 09

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York 27.10  
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First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONNIEN" Capt. Martin	About 23rd Sept.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 29th Sept. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broc	On 12th Oct. P.M.
MARSEILLES VIA PORTS	"VILLE DE LA CIOTAT" Capt. Barillon	On 13th Oct. 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227/10s. up to 271/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
 Queen's Building.

Hongkong, 24th September, 1908.

## VESSELS ON THE BERTH.

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALL AT MALACCA COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK AND BOSTON.  
 S.S. "SHIMOSA" On 13th Oct. Noon.  
 For Freight and further information, apply to  
 DODWELL & CO., LD.  
 Agents.  
 Hongkong, 26th September, 1908. 1276

## Cutler, Palmer &amp; Co.'s



SPECIAL BLEND WHISKY.  
 SHIPPERS,  
 Cutler, Palmer & Co., London.  
 AGENTS  
 SIEMSEN & CO.,  
 HONGKONG.

## MERRYWEATHERS' HOSE.

"Dut Sub" (double substance) Brand—  
 Hand-woven Canvas, Oak Bark  
 Tanned to prevent rot. Specially  
 suitable for Climate of China.

The Best Hose is the Cheapest.

MERRYWEATHERS caution all Buyers against imitations. See that the name as well as the brand is on every length.

Write for "Hints on Hose," No. 264.

MERRYWEATHER & SONS,  
 63, Long Acra, W.C., London.

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## London Buying Agents

On 4th October our services as buying agents for British goods in London, established in 1844, but thoroughly up-to-date, our success is attained by making our customers' interests our first aim. Five expert buyers, with capable staffs, manage different departments, buying with greatest care every class of goods, giving our customers all the advantages of wide experience and ensuring that requirements being rightly supplied at lowest prices and best discounts.

KEYMER, SON & CO.  
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 Telephone "KERNER, LONDON." 222-2221

## BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats werden im Jahre 1908 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

KAISERLICH DEUTSCHES KONSULAT.  
 Swatow, den 27. Dezember 1907. 155

## BEKANNTMACHUNG.

DIE amtlichen Veröffentlich



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STAMEN	TO SAIL	REMARKS.
SHANGHAI	DELTA	About 1st Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 3rd Oct.	See Special Advertisement.
LONDON and ANTWERP	NORE	About 7th Oct.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. G. Philippe		

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 22nd September, 1908.

CHINA NAVIGATION CO.,  
LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STAMEN	TO SAIL
HONGKONG and HAIPHONG	"CHIHAI"	On 27th Sept. 8 A.M.
TSINGTAI, CHEFOO & NEWCHANG	"KWANGHAI"	On 28th Sept. 4 P.M.
NINGPO and SHANGHAI	"YOHOW"	On 29th Sept. 4 P.M.
MANILA	"TAMING"	On 29th Sept. 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, OWNSVILLE, BRISBANE, SYDNEY, with Transshipment for ADELAIDE, NEW ZEALAND and PERTH	"TAIWAN"	On 10th Oct. 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

RENTON, HALLOW, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
Hongkong, 26th September, 1908.BUTTERFIELD & SWIRE,  
AGENTS. 11HAMBURG-AMERIKA LINIE  
HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR ALEXANDRIA, ANTWERP & HAMBURG:
S.S. SAMBIA ... 30th Sept.	S.S. SPEZIA ... About 28th Sept.
S.S. SENEGAMBIA ... 18th Oct.	FOR HAVRE & HAMBURG:
S.S. SITHONIA ... 23rd Oct.	S.S. BRASILIA ... 4th Oct.
S.S. SCANDIA ... 10th Nov.	S.S. SILESIA ... 18th Oct.
S.S. BRISGAVIA ... 18th Nov.	S.S. SAMBIA ... 31st Oct.
S.S. DORTMUND ... 23rd Nov.	
FOR NEW YORK ...	S.S. VANDALIA ... On 28th September.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office. 12

## OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW	"DALIN MARU"	SUNDAY, 27th Sept., at 10 A.M.
AMOI	Capt. I. Sakurai	
ANPING VIA SWATOW	"SHOSHU MARU"	WED'DAY, 30th Sept., at 10 A.M.
AMOI	Capt. I. Ichii	
SHANGHAI VIA SWATOW	"BUJUN MARU"	FRIDAY, 2nd Oct., at 9 A.M.
AMOI & FOCHOW	Capt. M. Nemoto	

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Fochow, until further Notice.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 25th September, 1908.

T. ARIMA, Manager. 13

## INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMEN	TO SAIL
SINGAPORE, SAMARANG & SOERABAYA	"CHUNSHANG"	Saturday, 26th Sept., 1 P.M.
SHANGHAI VIA SWATOW	"YATSHING"	Sunday, 27th Sept., D'light
SHANGHAI, ANTUNG & NEWCHANG	"WAISHING"	Thursday, 1st Oct., Noon.
TIENTSIN	"CHEONGSHING"	Thursday, 1st Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"KUISANG"	Friday, 2nd Oct., Noon.
MANILA	"YUENSANG"	Friday, 2nd Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 3rd Oct., 1 P.M.
MANILA	"LOONGSANG"	Friday, 3rd Oct., 4 P.M.

## RETURN TOURS TO JAPAN.

## OCCUPYING 21 DAYS.

The steamers "KUTANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to—  
Hongkong, 26th September, 1908.JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS. 16EAST ASIATIC CO., LD.,  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
RUSSIAN EAST ASIATIC CO., LD.,  
ST. PETERSBURG & VLADIVOSTOK.  
SWEDISH EAST ASIATIC CO., LD.  
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STAMEN	DATE OF SAILING.
SINGAPORE, COLOMBO & ODESSA	"LITVANIA"	On 1st October.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	On 3rd October.
MARSEILLES, HAVRE & COPENHAGEN	"TRANQUEBAR"	Middle of October.

For Further Particulars, apply to  
Hongkong, 24th September, 1908.MELOHRS & CO.,  
AGENTS. 6CHARGEURS REUNIS  
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Changhai, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC—Victoria (B.C.) Vancouver, Seattle, San Francisco.

## CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland } via Vancouver  
Passengers to Overland and Europe }  
YOKOHAMA to VANCOUVER 13 DAYS  
YOKOHAMA to LONDON and PARIS 26 DAYS

HOMEWARD via MAGELLAN STRAITS—Mexico, River Plate, Brazil, La Pallice, Liverpool.

## PROPOSED SAILINGS:

† AMIRAL OLEY ... 12th Oct.	= CEYLAN ... 26th Nov.
= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.	= CORSE ... 11th Jan. 09

† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.  
For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 18th September, 1908.

782

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STAMEN.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID	TAMBA MARU Capt. C. H. Butler, Tons 6134	WED'DAY, 30th Sept., at Daylight
YOKOHAMA, KOBE, and SHANGHAI	YAMATO MARU Capt. Wm. Bainbridge, Tons 6189	WED'DAY, 14th Oct., at Daylight
SEATTLE, via SHANGHAI, MOI, KOBE, YOKOHAMA, and YOKOHAMA	TOKA MARU Capt. J. Nagao, Tons 5823	SATURDAY, 26th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	SHINANO MARU Capt. K. Kawara, Tons 6383	TUESDAY, 13th Oct., at 4 P.M.
BOMBAY and COLOMBO, via SHANGHAI, KOBE, and YOKOHAMA	NIKKO MARU Capt. A. E. Moss, Tons 5559	FRIDAY, 2nd Oct., at Noon
YOKOHAMA, KOBE, and SHANGHAI	KUMANO MARU Capt. N. Mathieson, Tons 5076	FRIDAY, 30th Oct., at Noon
YOKOHAMA, KOBE, and SHANGHAI	TAKASAKI MARU Capt. A. Mosker, Tons 4746	FRIDAY, 2nd Oct., at Noon
YOKOHAMA, KOBE, and SHANGHAI	KANAGAWA MARU Capt. N. Mathieson, Tons 5076	WED'DAY, 30th Sept., at Noon
YOKOHAMA, KOBE, and SHANGHAI	WAKAMIYA MARU Capt. N. Ohno, Tons 6169	FRIDAY, 2nd Oct., at Noon
YOKOHAMA, KOBE, and SHANGHAI	WAKAMIYA MARU Capt. T. Yamawaki, Tons 4723	MONDAY, 5th Oct., at Noon

† Fitted with Marconi's System of Wireless Telegraphy.  
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KUSUMOTO,  
MANAGER. 356

Hongkong 26th September, 1908.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, steamship, Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 24th Sept., Noon.
RUBI	2540	R. W. Almond	Manila	On 3rd Oct., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS. 14

Hongkong, 21st September, 1908.

THOS. COOK & SON,  
TOURIST, STEAMSHIP & FORWARDING AGENTS.  
BANKERS, &c.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East—  
16, DES VŒUX ROAD,  
HONGKONG.Japan Office:  
14, WATER STREET,  
YOKOHAMA.

920

SOUTH MANCHURIA RAILWAY CO.  
SHORTEST & QUICKEST ROUTE TO EUROPE  
IN 16 DAYS FROM SHANGHAI TO LONDON  
VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Tri-Weekly Express Service from Dairen to Kwantung (in connection with Siberian Express trains to Russia) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (this Service is available after middle of September, 1908).

BRANCH RAILWAY LINES—

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchang), 1 hour from Tashichien Junction.

PUSHUN LINE—For the famous Pushun Collieries from Tashichien Junction.

ANTUNG-HSIAO LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add. "YAMATO").

At DAIREN (Daly), PORT ARTHUR and KWANCHENG TZU, and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add. "MANTEU." Codes: A.B.C. 5th Ed., A.I. and Lieber's. 1303

When buying Lime Juice Buy the Best.

The Best is

"Montserrat"  
Lime Juice.

"MONTSERRAT" is prepared from cultivated limes, and is always fresh and pleasant to the taste. Mixed with plain or aerated water, it makes a cooling, refreshing, healthful drink. Try a dash of "Montserrat" in your whisky and soda.

There are two kinds—

Unsweetened, i.e., Pure Lime Juice. Sweetened, i.e., Lime Juice Cordial.

Agents: A. C. Watson &amp; Co., Ltd., Hong Kong.

## SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE  
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

TS—CALDBECK, MACGREGOR &amp; Co., Hong Kong.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1884, open to all Chemists.

REGISTERED DR. LALOR'S  
PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its worldwide reputation as the most reliable Phosphoric Cure for Nerve Weakness, Paralysis, Stomach, Dyspepsia, Nerve, Kidney and Liver Complaints, Hysterical Dreams, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all functional and increased Conditions of the System, caused by the deficiency of the Vital Force.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred evils is immediate and permanent, all its miserable feelings and distressing symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above cases with each Bottle.

HEALTH, STRENGTH & ENERGY.  
Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY,

HAMPSTEAD LONDON, ENGLAND.  
Agents in HONGKONG—A. S. WATSON & CO.

## KEATING'S

## LOZENGES

CURE THE WORST COUGH

SOLD IN BOTTLES EVERYWHERE.

## JOHN JAMESON'S

THREE STAR  
WHISKEYPURE POT STILL  
Famous for 100 YEARS.  
JOHN JAMESON & SON, LIMITED, DUBLIN.  
Distillers to H.M. the King.







MRS. ANNA CONNER



## BANKS

# DIRECTORY AND CHRONICLE

紅梨 Hung Li—Plums' Swatow  
錦蘭 Sin 'Lai—Pearl Cooking Counter


青大	Tai Tsai — Plantains	3rd	3
鳳梨	Luk Tsai — Pimento, Amoy	each	3
中國菜	China Tsai — Pimento, Szech.	each	12
菜	Wai Tsai — Watercress	each	16
食菜	Hop To — Walnuts Green	each	15
	Shanghai To Kwat, lb.		
	VEGETABLES, &c.		
竹上	Shanghai Yá — Chi Chuk —		
	Artichokes, Shanghai	—	—
菜	Loong So To'oi — Asparagus, doz.	each	—
竹	Chau Sun — Bamboo Shoots	5 lb.	4
菜	Ngá Tsai — Beans, Sprout	—	4
菜	Tai Kok — " Tong —	—	4
角豆	Mín Tsai — " Broad —	—	9
菜	Pín Tsai — French, 5 lb.	—	9
菜	O Moon Bin Tsai — Beans, 15	—	15
菜	Macao (French) Beetroot	each 2	—
菜	Hung Tsai To'ei Sho	bundle	—
菜	Kau Sun — Cane —	lb.	—
菜	Tai'ing Ko — Brinjals Green	—	—
菜	Yuen Ke — " Red —	—	5

嫩竹	K'ak Shum—Bamboo Shoots	
嫩芥菜	Chai Ts'ui—Cabbage, Chinese	4
芥菜	Sik-chai—Shanghai Green	20
花菜	Kam Sün—Carrots	1
花菜	Yu Ts'oi Ts'ui—Cauliflower	each
花菜	Tai Yu Ts'oi Ts'ui—Large Size	1
花菜	Chung Yu Ts'oi Ts'ui—Cauliflower, Med. Size	1b
芥菜	Chai Ts'ui—Celery, Chinese	1b
芥菜	Young Chai Ts'ui—Celery	1b
芥菜	Yu Ts'ui—Bitter Squash	1
鹹菜	Kon Lai Chai—Chilies, Dried	10
鹹菜	Tsing Lai Ts'ui—Chilies, Green	1
鹹菜	Chai Ts'ui—Chilies, Red	1
鹹菜	Tring Ts'ui—Cucumbers	1
鹹菜	Ká Lái Ts'ui Ts'ui—Curry Stems	1
	English	1
蘭菜	Chung Ts'ui—Garlic	1
薑菜	Lo Keung—Ginger, old	7
薑菜	Lo Keung—Ginger, young	1
薑菜	Tsing Ts'ui—Ginger	1
力菜	Kan Lik—Horse Radish, Shm	2
玉米	Buk Mai—Sweet Corn	pieces
生菜	Young Shing Ts'ui—Lettuce	1
	Mush. Mushrooms	1
腐生	Shing Ts'ui Ts'ui—Mushrooms, fresh	1b
	Young Ts'ui—Onions	1
蔥菜	Shang Ts'ung—Onions, Green	Bombay

網球海上	Japanese	...
	Shanghai Ts'ung Tsai—Onions,	...
	Shanghai	...
馬豆	Ma Kuo—Okroes	...
菜馬	Yong Yuen Si—Parsley, Eng.	...
	bundle	...
仔薯菜馬	Foodhus Shu Tsai—Potatoes,	...
	Food	...
仔薯海上	Shanghai Shu Tsai—	...
	Shanghai	...
仔薯本日	Yat Pun Shu Tsai—Potatoes,	...
	Japanese	...
仔薯明日	O Mun Shu Tsai—Potatoes,	...
	Mun	...
仔薯菜馬	Fa Ke Shu Tsai—	...
	American	...
薯菜	Fan Shu—Potatoes, Sweet	...
瓜菜	Tung Kwa—Pumpkin	...
瓜仔菜	Hung Lo Tsai—Purslane	...
	Hung Lo Tsai	...
紅菜	Yo Tsai—Cabbage Root	...
紅菜	Con Ts'ung Tsai—Shalots	...
紅菜	Yin Tsai—Spinach	...
紅菜	Fa Tsai—Raros	...
紅菜	Sa Ka—Jute	...
紅菜	Lo Pak—Spinach Chinese	...
紅菜	Tsai kok	...
紅菜	Lien Ngau—Lily Root	...
紅菜	Yung Lo Pak—Turnips, Eng.	...
紅菜	Tsui Kwa—Vegetable Marrow,	...
	Wong Tsai	...
	Ma Tsai—Water	...
	Common	...
西瓜林結	Kwei Lau Ma Tsai—Water	...
	Chestnuts, Mandarin	...
草瓜	Sai Tsung Tsai—Water Crosses	...
	Tai Shai—	...
	Sage, per bundle	...

The prices necessarily vary from day to day, and the Sundry Board has no power to call stallholders to sell at this prices quoted.

Secretary, Sanitary B



**MITSU BISHI DOCKYARD  
AND ENGINE WORKS  
NAGASAKI.**

**CODE WORD: "DOCK."**

**A. I. A. B. C., and Engineering Code**  
**NEW DOCK NOW OPEN.**

**DOCK No. 3.**

Extreme Length.....	722
Length on Blocks.....	714
Width of Entrance on Top.....	86
Width of Entrance on Bottom.....	894
Water on Blocks at Spring Tide.....	344

**DOCK No. 1.**

Extreme Length.....	522
Length on Blocks.....	513
Width of Entrance on Top.....	88
Width of Entrance on Bottom.....	77
Water on Blocks at Spring Tide.....	6

**DOCK No. 2.**

Extreme Length.....	571
---------------------	-----

Width of Entrance on Top ... 68  
Water on Blocks at Spring Tide ... 22

**PATENT SLIP.**  
Suitable for vessels up to 1,000  
THE WORKS are well equipped  
THE LATEST PLANTS  
ANCES to undertake the BUILDING  
REPAIRING SHIPS, ENGINE  
BOILERS; and also ELECTRIC  
WORK.

**A LARGE STOCK of MATERIALS**  
always kept on hand.

THE COMPANY has the powerful  
"OULA-MABU" (712 tons, 700  
specially built for SALVAGE PURPOSES  
with necessary gear, always

Short Notice.

**MAIL TABLE**  
FOR 1903.

Shows the dates of departure of  
to Europe and America; and the dates  
expected arrival at their destinations,  
the dates of return Mails.

Mounted on Card	... ..	30 C
On Paper	... ..	20
On Sale at the <i>Hongkong</i> Daily	...	...

Office  
Hongkong, 17th January, 1903.

HALS for the Concerned at 10A, Des V  
ce, 131, Fleet Street, E.C.